

Executive Summary of Key Findings

of the First Annual Report of the
Inter-Agency Transportation Coordination Committee (IATCC)
to
Governor M.J. “Mike” Foster, Jr.
in accordance with requirements of
Executive Order MJF 96-18

Preamble

UNDER GOVERNOR FOSTER’S EXECUTIVE ORDER, the IATCC has in its first year of action proceeded toward the accomplishment of a mission which acknowledges the significance of:

- assessing the collective impact of individual transportation service programs on state government as a whole; and
- managing public transportation funds to collectively provide the best service for the most people, compatible with a planned program fostering long-term, beneficial investment in the public transportation delivery system.

Public Fund Expenditures

More than \$62,000,000 in public funds are spent annually on transportation service programs in Louisiana.

- The five IATCC state agencies are expected to spend **\$25,606,558** (*\$16,209,295 Federal, \$4,710,129 state and \$4,687,134 in local funds*).
- Funding for non-state administered public transportation programs exceeds **\$37,032,757** (*\$30,207,757 Federal Transit Administration, \$6,825,000 Parish Transportation Fund and an undetermined amount of local funds*).

Consolidated Inventory of Transportation Providers

274 transportation providers funded by one or more of the seven major state-administered transportation service programs were identified.

Transportation Policy Review

The review and evaluation of existing transportation policies for the respective agencies led the IATCC to conclude that the **existing state agency policies in and of themselves are not an obstacle to coordination**, but coordination obstacles are generated by the methods which are developed to implement the policies.

Recommendations

FINANCIAL AND ACTIVITY REPORTING

Accountability requires adoption of uniform standards to measure the quantity of service delivered and the cost associated with the delivery of the service. The IATCC member agencies were in agreement that a common measurement to show service received and to standardize accounting and allocation of cost for service provided must be established. The agencies agreed that a one-way trip measure would serve as the common measurement for demand-response systems.

monitoring and compliance plans

As the provider inventory indicates, a transportation provider may likely have agreements with more than one state agency administered program. In such cases, the provider must comply with the operational and fiscal reporting requirements for each respective funding agency. Differences in requirements can lead to excessive record keeping for the provider and differing measures of program cost among the funding agencies. **RECOMMENDATION: The IATCC recommends that in the coming year's effort, the committee determine what data transportation providers are required to report and determine what duplication exists.**

Recommendations

PLANNING

This DOTD initiated project is designed to provide technical information needed to effectively coordinate transportation programs. **RECOMMENDATION: Proceed with the DOTD-sponsored Statewide Coordination Opportunity Plan (SCOP) Project as presented to the IATCC.**

Recommendations

UNIFORM STANDARDS

insurance

All IATCC agencies agreed that a uniform requirement for insurance covering state exposure was needed rather than having different requirements from one department to another.

RECOMMENDATION: Consult with the Division of Administration and define and adopt a uniform set of requirements for insurance applicable to state funded transportation providers.

vehicle inspection

Differing vehicle inspection regulations pose a duplicity in effort and expense for state funded transportation providers. Of particular relevance to this problem are conflicting procedures which preclude one agency from accepting another agency's inspection. **RECOMMENDATION: Develop and adopt a uniform set of transportation provider vehicle inspection guidelines acceptable to all IATCC state agencies.**

driver training

RECOMMENDATION: Adopt a uniform requirement for driver training for state funded transportation providers.

Recommendations

CONTRACTING FOR TRANSPORTATION SERVICES

Under existing transportation service acquisition methods, agencies are essentially negotiating for "the best deal" their agency can get. Varying acquisition methods are used since the availability of service varies throughout the state. In large urban areas, established mass, public transportation is available as a service provider. In some rural areas, little to no transportation providers exist. **One problem associated with individual agency solicitation of services is that it does not take into account impacts on other agency programs and development and maintenance of a publicly accessible transportation system.**

To date, very little to no effort has been made to determine the least collective cost across agencies. As a result, most social and medical service programs have essentially funded their own transportation delivery systems which may or may not include other publicly funded transportation providers. This approach to solving an agency's transportation problem is easiest when programs funds are readily available; it is far more difficult when overall program budgets are constrained and the proportion allocated to transportation diminishes.

Case study in point--Louisiana's experience with the DHH Title XIX Non-Emergency Medical Transportation program shows how rapidly providers can appear when transportation program funding is growing and just how rapidly those same providers can disappear when program funds are cut. The drastic drop in providers creates a situation known as "shedding". Program management, left with the responsibility of doing whatever possible to meet client transportation

needs, directs efforts to existing public transportation systems many of which had not been part of the Title XIX NEMT program. The public system in most cases does not have the operating capacity to accommodate the large influx of Title XIX eligibles.

Welfare reform is creating the latest demand for transportation services. The welfare reform programs designed to move people from the welfare roles to the workforce have adequate fiscal resources for transportation. This is an opportunity to exercise a new approach to transportation services for all programs in Louisiana. A collective assessment of transportation needs and resources available could lead to the development of a responsive and stable transportation delivery system statewide; one which could meet program needs at the least possible cost.

RECOMMENDATION: Investigate appropriate solicitation and contracting methods which collectively foster the most cost-efficient and responsive coordinated transportation systems.